



BMPO Bend Metropolitan
Planning Organization

Surface Transportation Block Grant Program

Background

- STBG is a flexible multi-modal federal funding program
- STBG funds can be used for a broad range of projects:
 - Roadway projects
 - Transit capital projects
 - Safety projects
 - Signal & technology projects
 - Bicycle and pedestrian facilities
 - Planning projects
 - Travel options programs (including Safe Routes to Schools)
- Funds are allocated to the state and distributed to cities, counties, and small MPOs on a formula basis as established in a cooperative agreement between ODOT, LOC, and AOC
- STBG funds require a local match of 10.27%

Annual Funding Summary

Year	Federal Funding	\$\$ Change	% Change
2005	542,676	39,362	7.8%
2006	517,745	-24,931	-4.6%
2007	530,420	12,675	2.4%
2008	622,004	91,584	17.3%
2009	570,956	-51,048	-8.2%
2010	589,677	18,721	3.3%
2011	668,611	78,934	13.4%
2012	911,159	242,548	36.3%
2013	1,070,145	158,986	17.4%
2014	975,185	-94,960	-8.9%
2015	997,356	22,171	2.3%
2016	1,011,290	13,934	1.4%
2017*	1,061,855	50,565	5.0%
2018*	1,077,782	15,928	1.5%
2019*	1,093,949	16,167	1.5%
2020*	1,110,358	16,409	1.5%

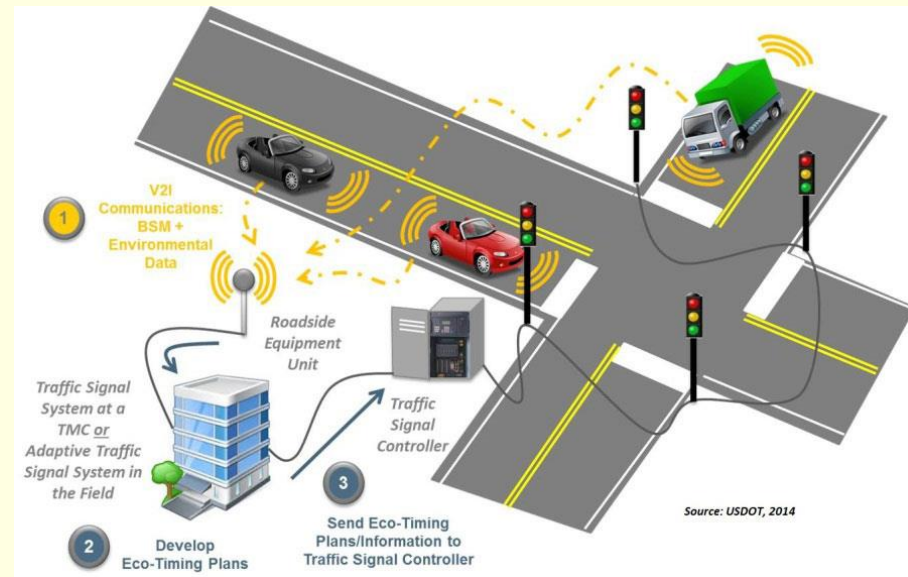
*Estimates based on overall expected federal funding increase

Funding Needs

- City Street Preservation
- US 97 (Parkway) Study*
- Travel options programs
- Bicycle infrastructure projects
- ITS projects (e.g. traffic signal & communications upgrades)
- Sidewalk construction
- Safety projects



*ODOT seeking funding



Funding Needs – CET*

- 1) Fixed route buses ~ \$410,000 each**
- 2) Automated passenger counters ~ \$100,000
- 3) Automated stop announcements ~ \$50,000
- 4) Marketing ~ \$15,000/year
- 5) Electronic fare system ~ \$50,000
- 6) Shelters ~ \$10,000 each
- 7) DAR buses ~ \$75,000 each

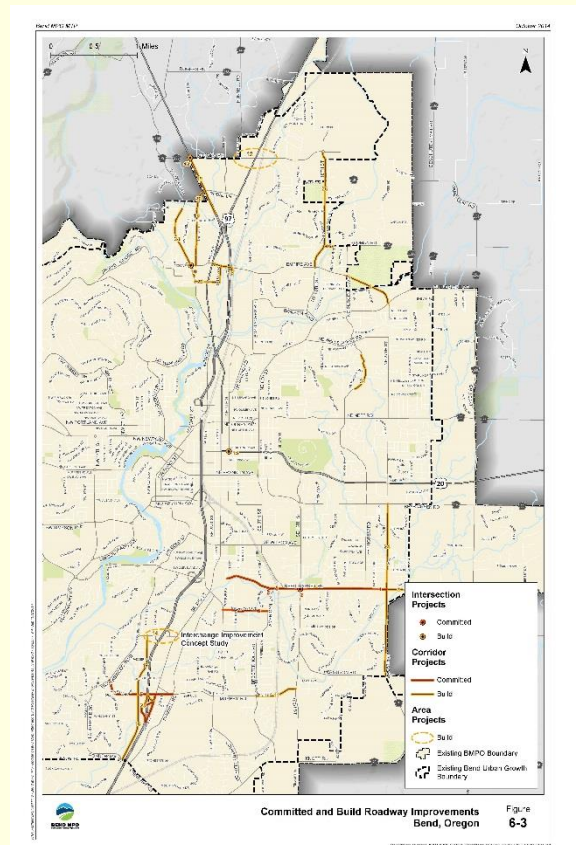
*Prioritized list

**Seeking \$184,000 each year, to purchase a new bus every other year



Funding Needs - MPO

- MPO funding has declined ~6.5% since FY2012-13
- MPO funding should increase slightly in FY2017-18
- Funding needs increasing
 - New federal planning requirements (performance measures)
 - Long-range plan update – start summer 2017
 - Household travel survey – tentatively scheduled for 2020



2015 Funding Distribution

- City of Bend
 - Street preservation = \$652,500
 - Bike lane striping = \$15,000*
 - Curb ramps/sidewalks = \$30,000
- Cascades East Transit
 - Fixed route bus = \$147,000
 - Marketing = \$15,000
 - Bus stops (new routes) = \$30,000
- MPO planning work = \$51,835
- Safe Routes to Schools (Commute Options) = \$5,000



*Costs for bike lane striping not associated with street preservation projects (e.g. green lanes, shared road stencils, durable striping for buffered bike lanes)

Funding Distribution: 2016 & Beyond

- General Policy Board direction:
 - Maintain funding level for street preservation
 - Implement a multi-year funding process
 - Build funding reserve for MPO plan update

2016 Distribution Proposal - Draft

- City of Bend
 - Street preservation = \$652,500 (same as 2015)
 - Curb ramps/sidewalks = \$30,000 (same as 2015)
 - Bike lane striping = \$10,000* (reduction of \$5k from 2015)
- Cascades East Transit
 - Fixed route bus = \$184,000**
 - Marketing = \$5,000 (CET net decrease of \$3k from 2015)
- Commute Options Safe Routes to Schools = \$5,000 (same as 2015)
- MPO planning work = \$65,269 (increase of ~\$13k from 2015)
- ODOT Parkway Study = \$20,000 (new project)

*Costs for bike lane striping not associated with street preservation projects (e.g. green lanes, shared road stencils, durable striping for buffered bike lanes)

**Will use 2 years of funding to purchase one low-floor bus

2017 Distribution Proposal - Draft

- City of Bend
 - Street preservation = \$652,500 (same as 2016)
 - Curb ramps/sidewalks = \$30,000 (same as 2016)
 - Bike lane striping = \$10,000* (same as 2016)
- Cascades East Transit
 - Fixed route bus = \$184,000** (same as 2016)
 - Marketing = \$5,000 (same as 2016)
- C.O. Safe Routes to Schools = \$5,000 (same as 2016)
- MPO planning work = \$110,834 (increase of ~\$50k from 2016)
- ODOT Parkway Study = \$20,000 (same as 2016)

*Costs for bike lane striping not associated with street preservation projects (e.g. shared road stencils, durable striping for buffered bike lanes)

**Will use 2 years of funding to purchase one low-floor bus

Requested Action & Next Steps

- TAC reaction to proposed funding distributions for 2016 and 2017?
- TAC recommendation to Policy Board?
- Additional staff work
 - Summarize funding needs by category in MPO area (complete)
 - Identify options to fund those needs
 - Review how other MPOs (particularly small MPOs) allocate STP funding